

Understanding
Society /
Centre for
Cities online
event

Access to Transport, Commuting and Life Opportunities

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Centre for
Transport &
Society

Transport and opportunity



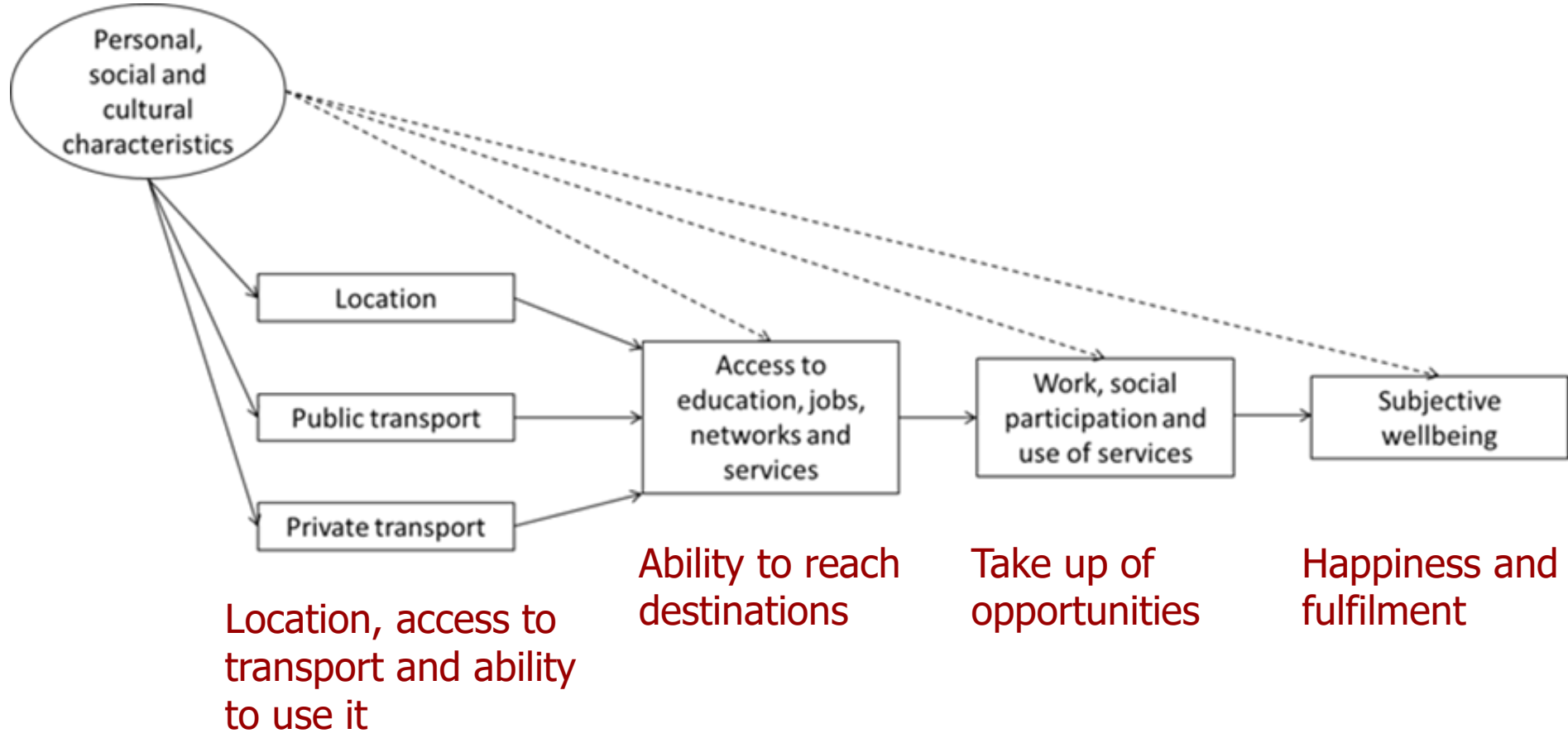
Presentation outline

1. Access to transport
 - i. Variation across the population
 - ii. Impact on life opportunities
2. Commuting trends
3. Discussion points

What we knew beforehand

- A person's opportunities in life are determined by many possible factors, transport is one of them
- CfC 2011 report 'Access all Areas: Linking People to Jobs' showed spatial mismatch between low-skilled workers and jobs
- JRF 2018 report 'Tackling transport-related barriers to employment in low-income neighbourhoods' found employment opportunities difficult to reach by public transport
- DfT commissioned NatCen and UWE to carry out the 'Access to Transport and Life Opportunities' project

Conceptual framework



Data we used

- Understanding Society (English data for 2011-15)
 - Covers diverse range of topics, including health, education, work, income, family, social life and transport
- English Longitudinal Study of Ageing (2014-17)
 - Dedicated survey of those people living in England aged 50 and older
 - Includes questions on loneliness

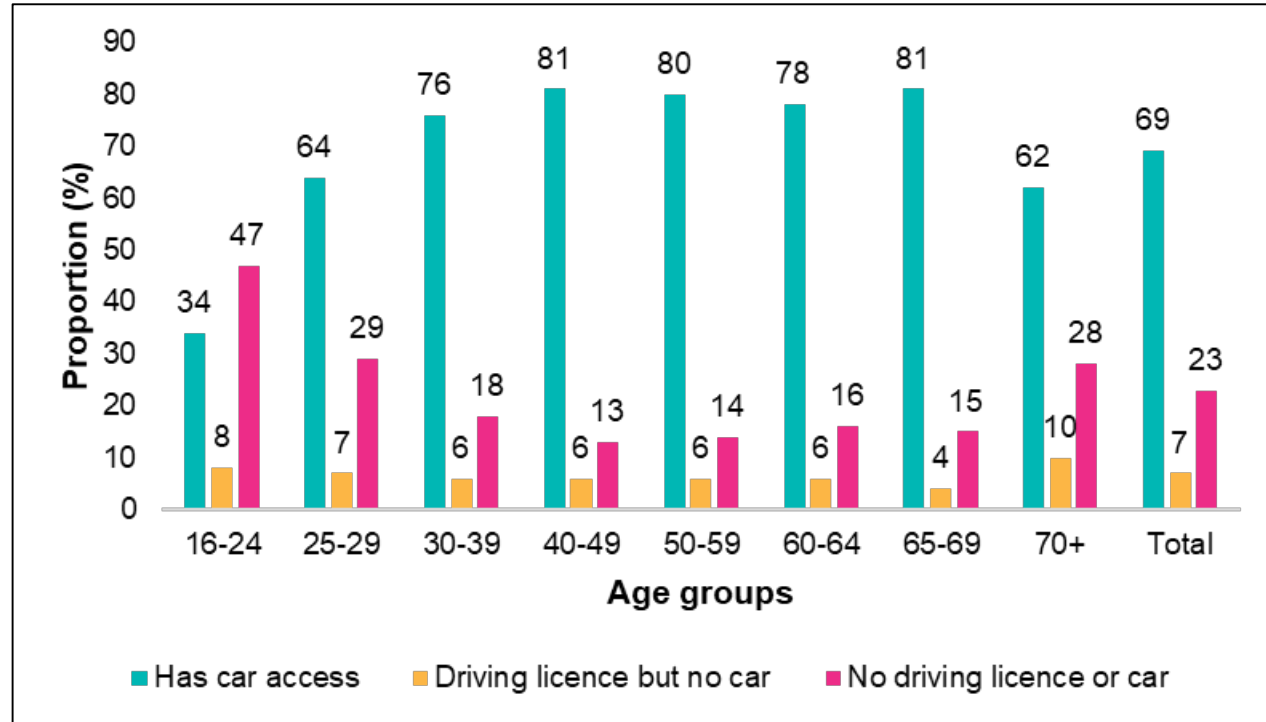


Car access

69% of adults aged 16+ have personal car access

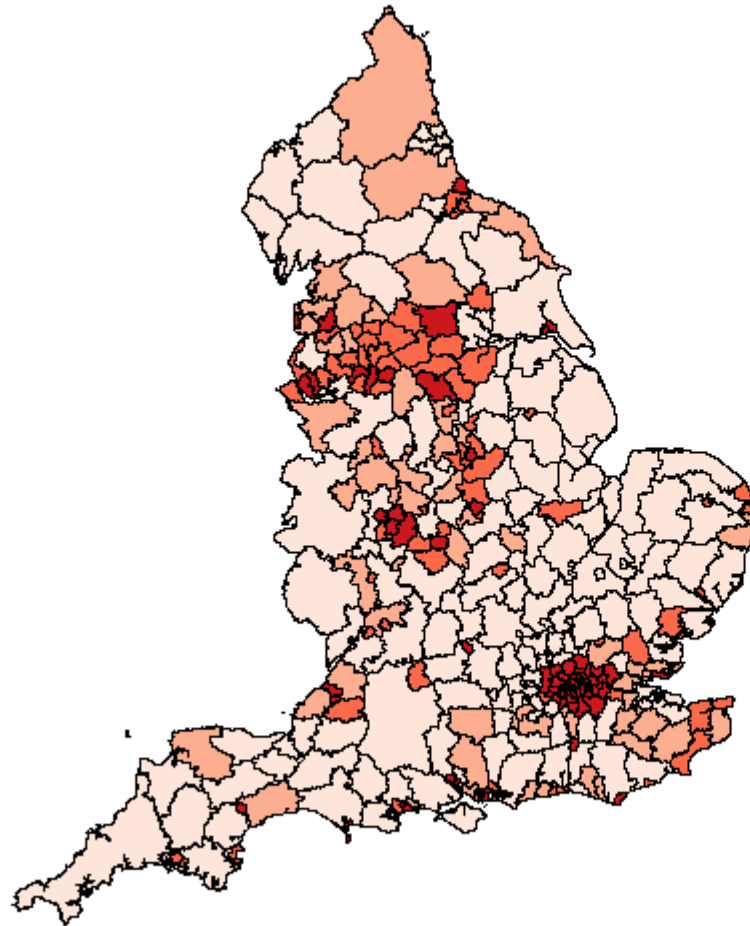
Lower prevalence for:

- Young adults
- BAME groups
- Those disadvantaged economically
- Those living in large cities

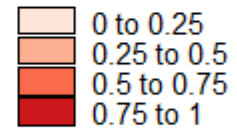


Bus access

Bus Service Frequency within 10 Minutes Walk

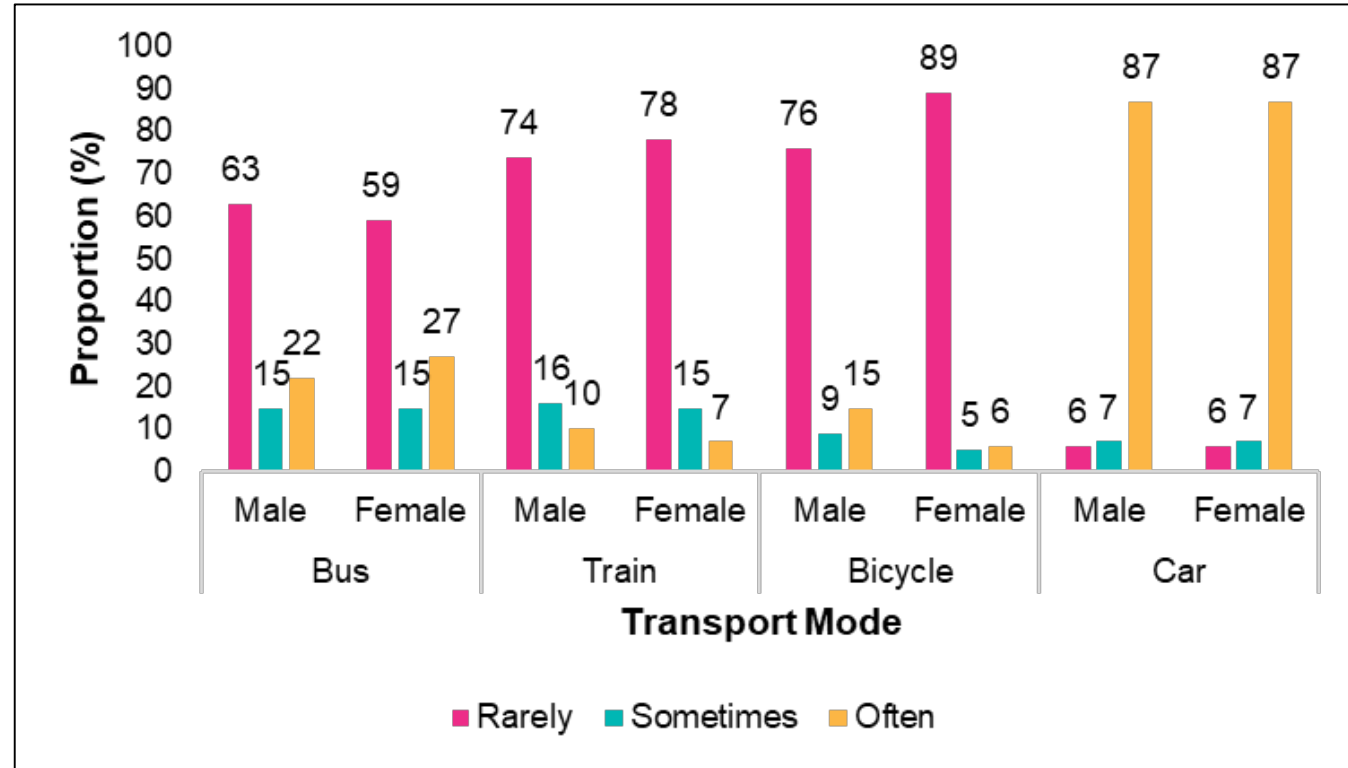


Proportion of LSOAs with
a bus stop with more than
4 bus services per hour within
10 minutes walk



Use of different transport modes

- Cars used by majority of people
- Buses next most important mode
- Trains and bicycles used more by men than women

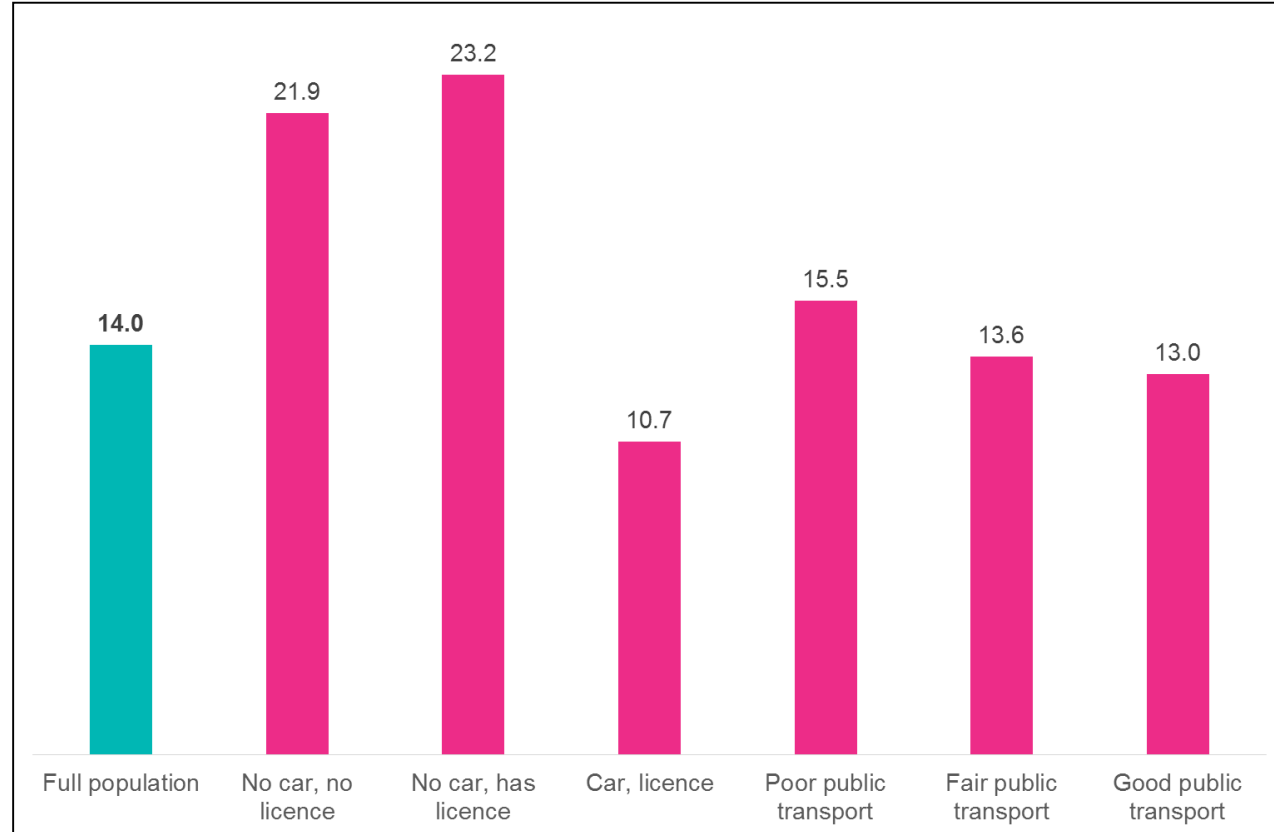


Transport and social life (1)

“Do you go out socially or visit friends when you feel like it?”

Less likely if:

- No car access
- Poor public transport

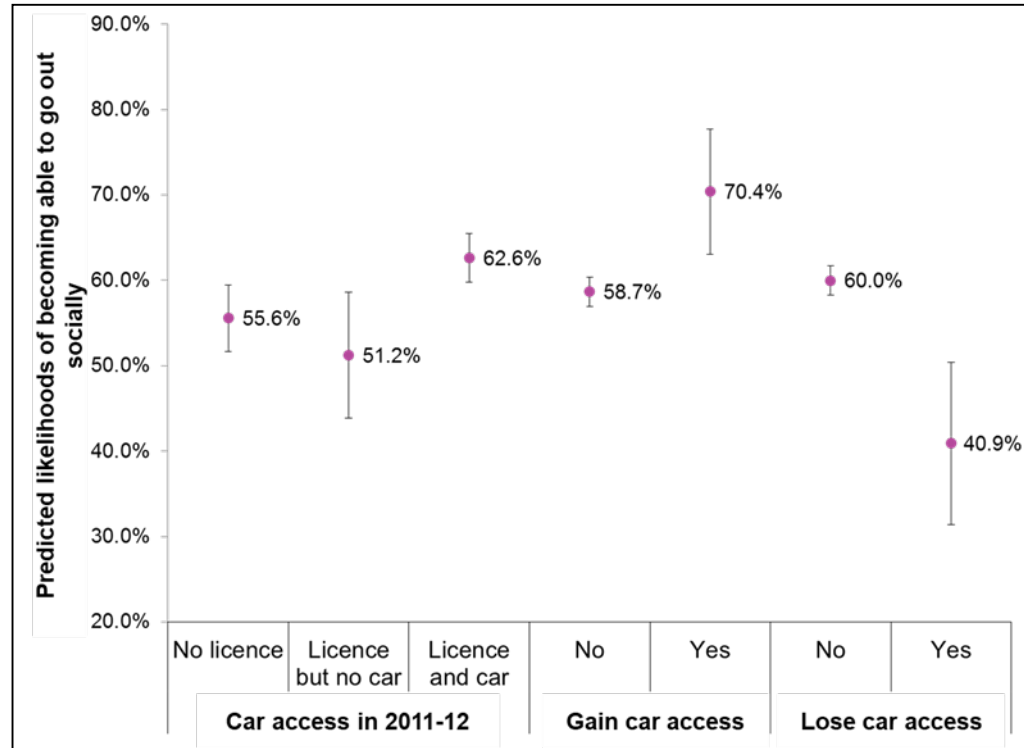


Transport and social life (2)

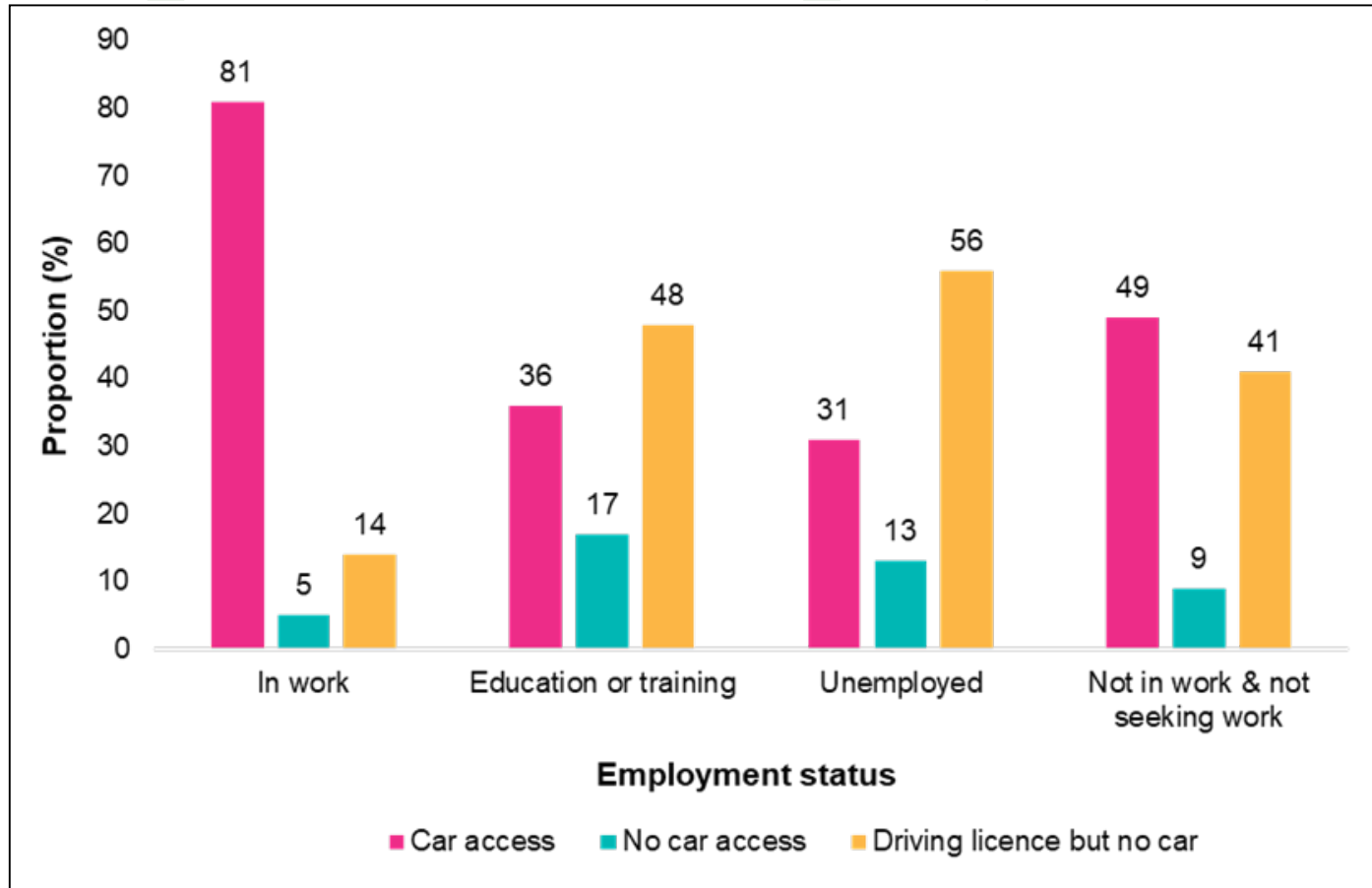
Longitudinal analysis between 2011-12 and 2014-15

For those not able to go out socially, gaining car access makes it **1.7 times** more likely someone becomes able to go out socially

For those able to go out socially, losing car access makes it **2.3 times** more likely someone becomes unable to go out socially



Transport and employment (1)

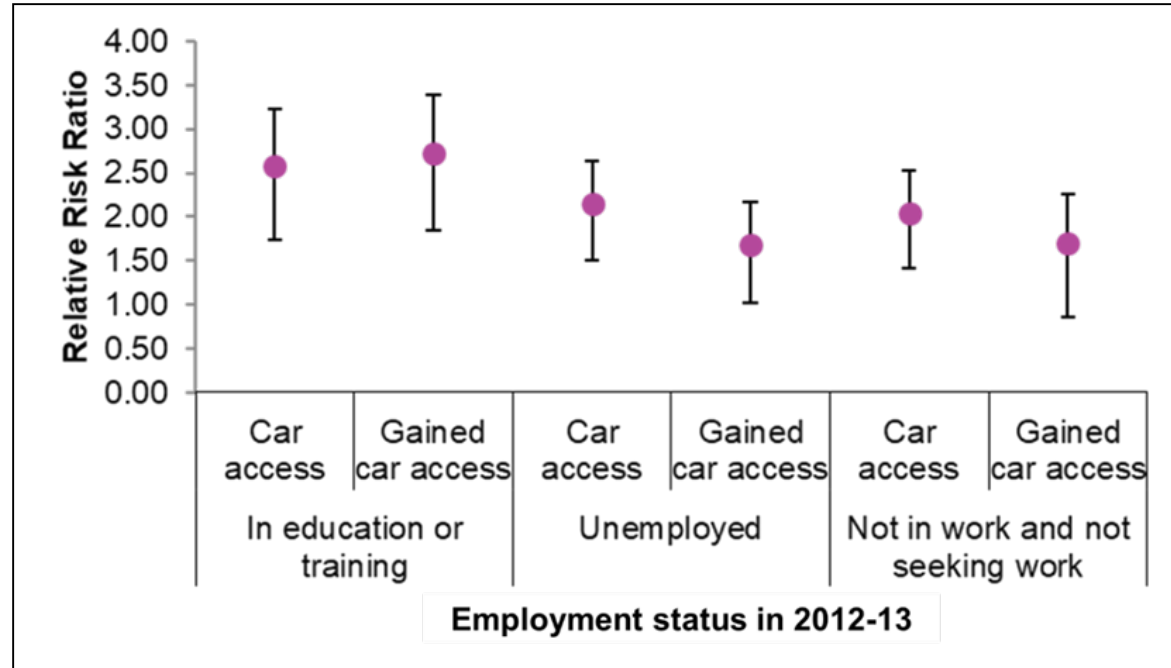


Transport and employment (2)

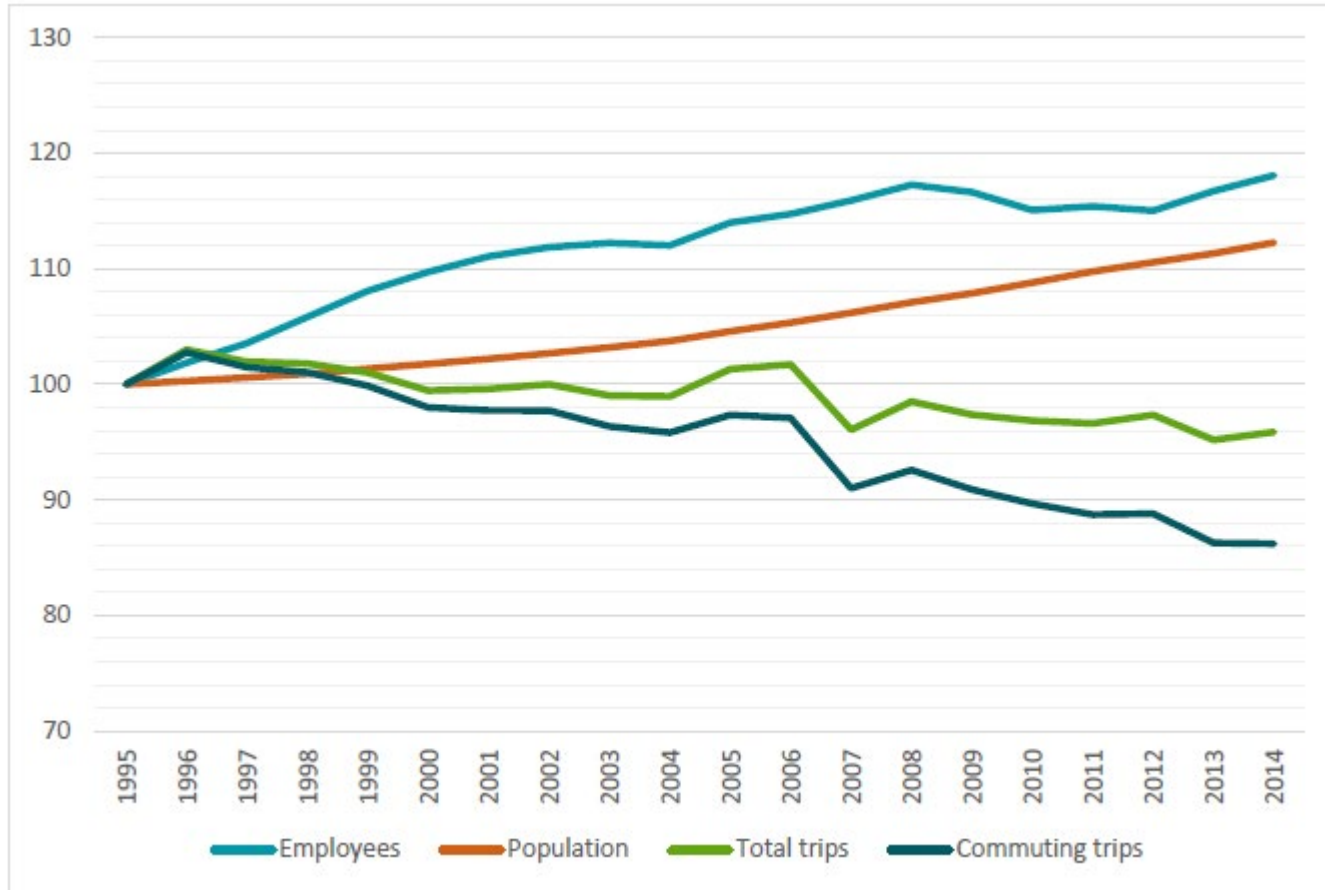
Longitudinal analysis
between 2012-13 and 2014-
15

For those unemployed, car
access makes it **2.2 times**
more likely someone moves
into employment

Gaining car access makes it
1.7 times more likely
someone moves into
employment



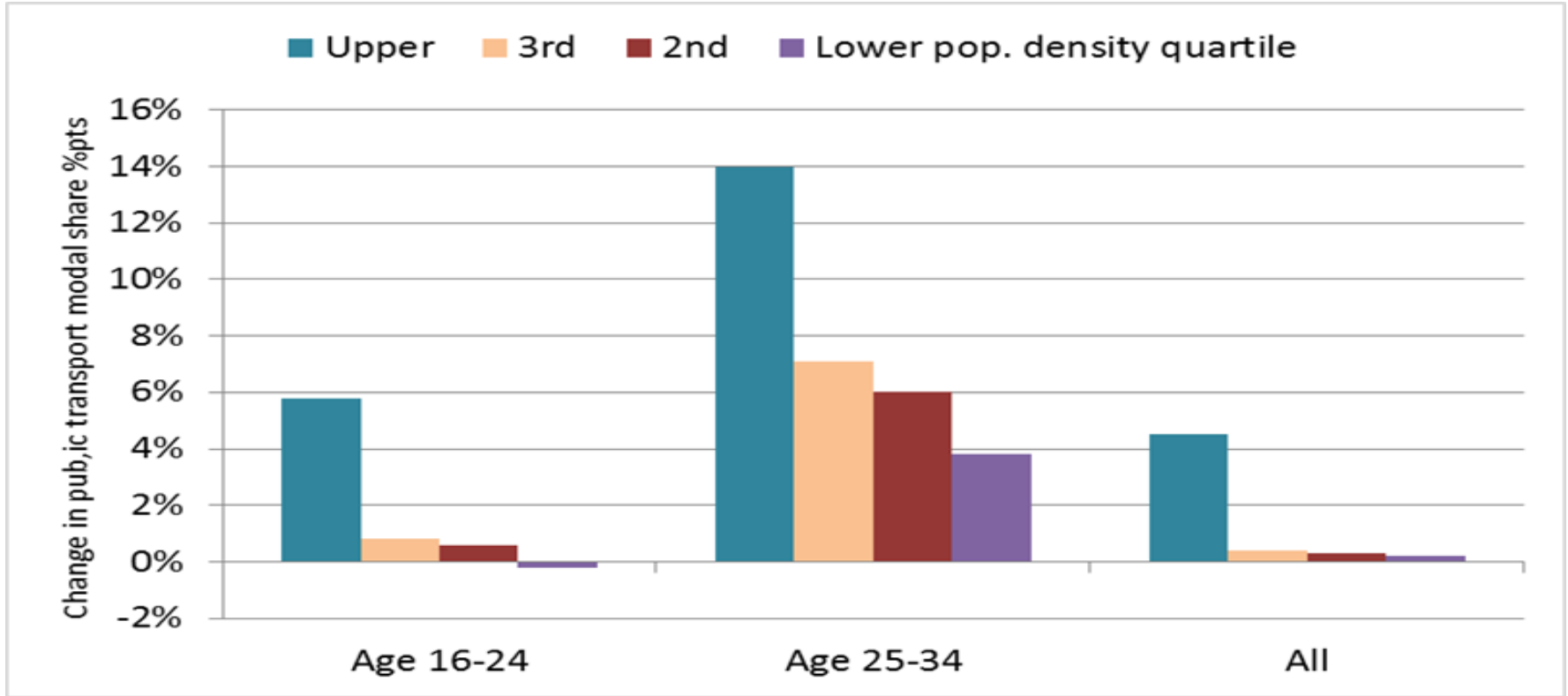
2. Commuting trends



Commuting was slowly changing pre C-19

- Decrease in commuting journeys (6.4 per week per worker in 2002 to 5.5 in 2018)
 - Commuting on fewer days per week
 - Commute journeys being combined with other journey purposes
 - More workers do not have fixed workplace
 - Working from home is increasing, both occasionally and on usual basis
 - More workers do not report working at home or commuting
 - Part-time employment and self-employment have increased
- Commute distance and duration increasing (8.5 miles/27 mins in 2002-03 to 9.0 miles/30 mins in 2017-18)
- Car driving remains dominant commute mode but has decreased in share (70% in 2002 to 67% in 2017)

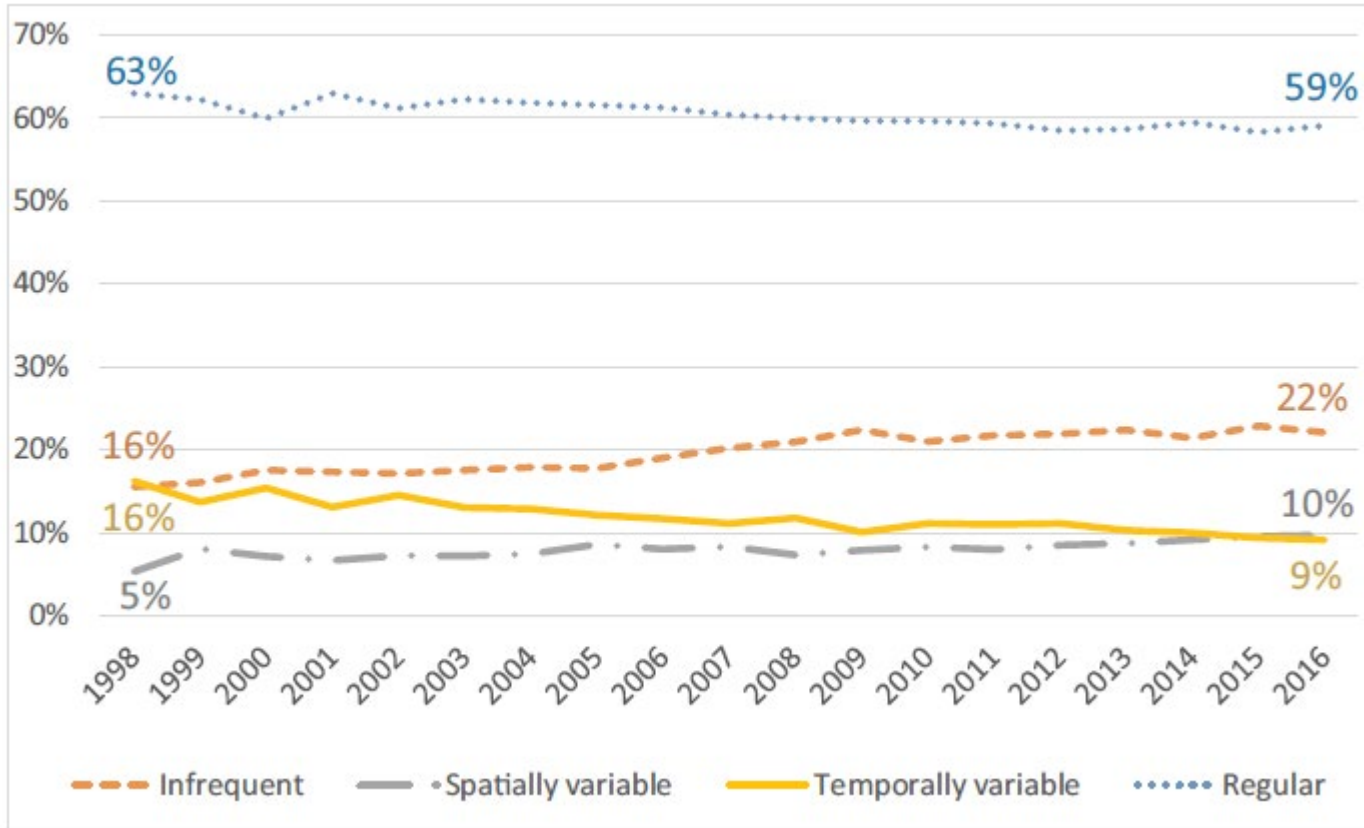
Public transport increasingly important in cities



Change in public transport to work modal share 2001 to 2011

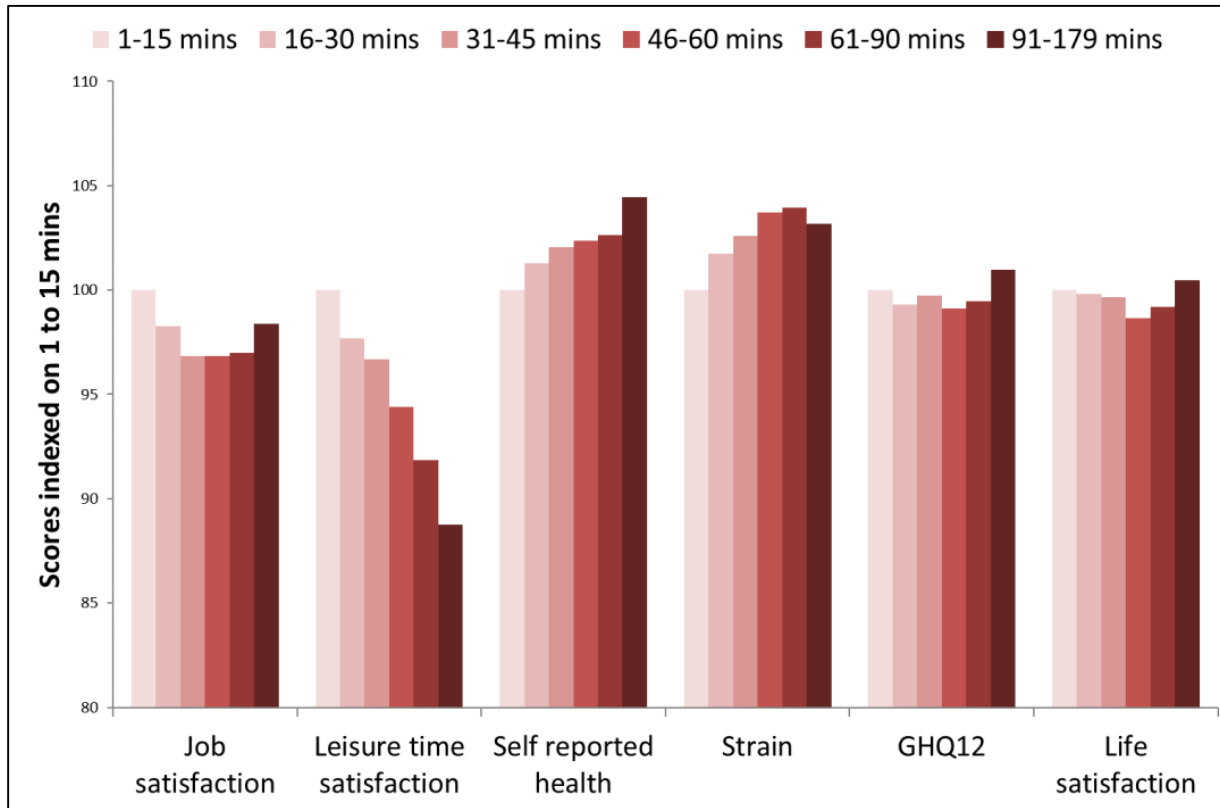
Source: Chatterjee et al. (2018). Young people's travel – What's changed and why? Review and analysis.

Work travel clusters over time



Source: Crawford (2020). Segmenting travellers based on day-to-day variability in work-related travel behaviour. *Journal of Transport Geography*.

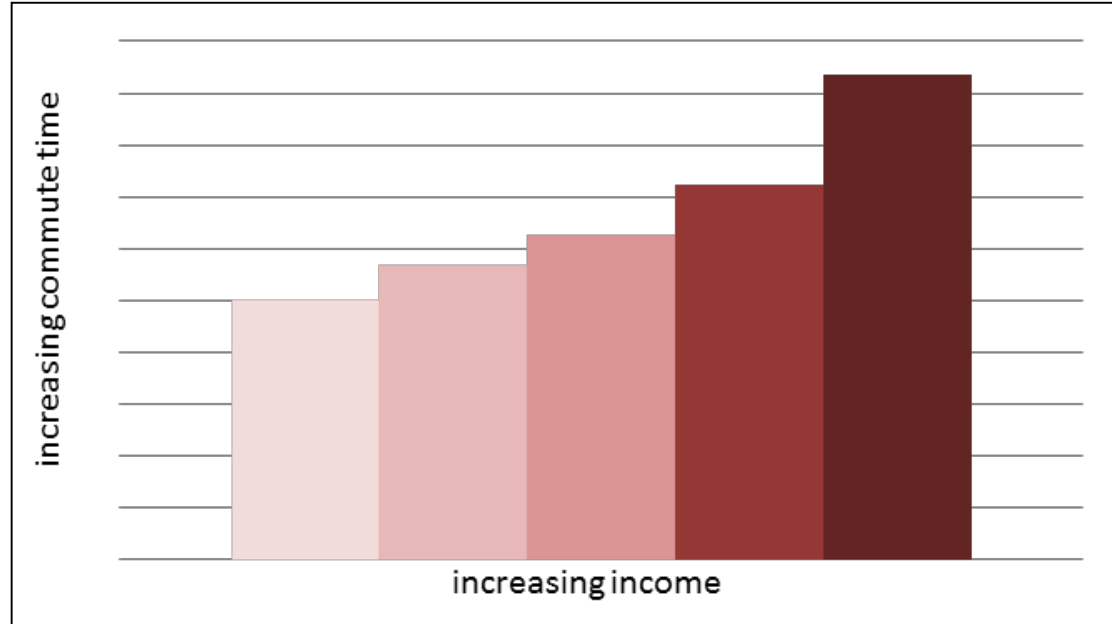
Commuting affects wellbeing



Source: Clark, B., Chatterjee, K., Martin, A. & Davis, A. (2019). How commuting affects subjective wellbeing. Transportation.

Long commutes tolerated to a point

- Longer commutes bring higher salaries
- But longer commutes less likely to be sustained (25% higher likelihood of changing job)
- Especially without high salary and job satisfaction



Source: Chatterjee, K., Clark, B., Martin, A. & Davis, A. (2017). The Commuting and Wellbeing Study: Understanding the Impact of Commuting on People's Lives.

3. Discussion points

- Good transport is pivotal to life opportunities, especially for young people
- Its availability is not evenly distributed geographically or socially
- Residential mobility and daily travel will be critical to enable people to access opportunities and for economic recovery post-Covid
- Working at home has become norm for many, wait to see how flexible working arrangements evolve post-Covid

Further reading

- [How access to transport affects the life opportunities and wellbeing of people living in England – 2019 report for DfT](#)
- [How commuting affects subjective wellbeing – 2019 paper in Transportation](#)
- [The Commuting and Wellbeing Study: Understanding the Impact of Commuting on People's Lives – 2017 ESRC project final report](#)
- [Young people's travel – What's changed and why? Review and analysis – 2018 report for DfT](#)